

SERIAL TH-427

N584ME · FOR SALE

1974 BEECHCRAFT BARON 58

# N584ME

A serious cross-country twin—ready for its next owner.

GARMIN GFC 600

GTN 750

DUAL GARMIN G5

SIX SEATS

2026 ANNUAL COMPLETED

ASKING PRICE

## \$320,000

HANGARED AT  
KOJC

A CAPABLE BARON 58. A STRAIGHTFORWARD OPPORTUNITY.

# A Baron built to travel—and ready for its next owner.

N584ME pairs the room, speed and ramp presence of the long-body Baron 58 with the avionics that matter most in actual single-pilot IFR flying.

The centerpiece is Garmin's GFC 600 digital autopilot, coupled to a GTN 750 and dual G5 flight instruments. Six-place club seating, generous baggage access and a typical 175–180 KTAS cruise make the airplane a practical regional business and family platform—not simply a local twin.

The last two annuals tell the maintenance story clearly: extensive inspection, preventive work and corrective maintenance across the aircraft. Major items included magneto inspections, landing-gear rigging and hardware, brake-system work, a new left-wing deice boot, overhauled alternators and drive couplings, an overhauled prop governor, new batteries, engine valve work and extensive system servicing.

A well-equipped Baron 58 with modern flight control, useful payload and documented recent care.



BEECHCRAFT BARON 58 · N584ME

175–180

TYPICAL KTAS

570 HP

TWIN CONTINENTAL IO-520-CB  
ENGINES

6

SEATS WITH CLUB-CABIN  
ACCESS

1,608 LB

AIRCRAFT-SPECIFIC USEFUL  
LOAD

EQUIPPED SERIOUSLY. MAINTAINED ACTIVELY.

# Six reasons N584ME stands apart.

## 1 DIGITAL FLIGHT CONTROL

The Garmin GFC 600 is the defining upgrade: a modern, integrated autopilot designed for high-performance legacy aircraft.

## 2 IFR-CENTERED GARMIN PANEL

GTN 750 navigator, dual Garmin G5 displays and GTX 345 ADS-B In/Out put the core IFR workflow in one familiar ecosystem.

## 3 TRUE SIX-SEAT CABIN

The long-body Baron 58 adds club seating, a wide aft cabin door and real baggage utility. Current useful load is 1,608 lb, with 612 lb available for occupants and bags at full usable fuel.

## 4 REGULARLY FLOWN

N584ME logged 130.9 aircraft hours in 2025—an actively operated machine rather than a long-idled hangar resident.

## 5 DOCUMENTED RECENT STEWARDSHIP

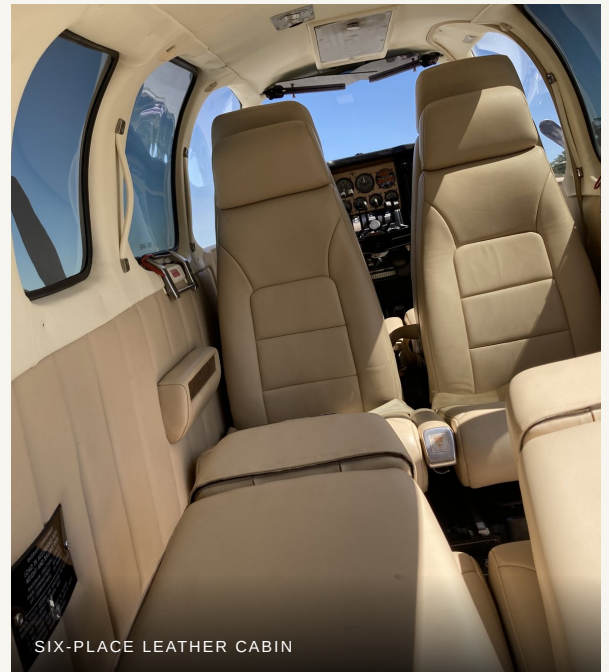
Two detailed recent annuals addressed engines, prop controls, electrical, deice, brakes, landing gear and routine system care.

## 6 WEATHER CAPABILITY, HONESTLY STATED

Wing deice boots and an alcohol windshield system add capability. The airplane is not represented as FIKI, and prop anti-ice is not included.



WIDE AFT CABIN ACCESS



SIX-PLACE LEATHER CABIN

03 — THE PANEL

# Modern control. Familiar scan.



The panel is anchored by the upgrade that changes the workload most: Garmin's GFC 600 digital autopilot.

Coupled navigation, dual electronic flight instruments and a large-format GTN 750 create a capable IFR flight deck while retaining straightforward analog engine instrumentation.

|                    |                               |
|--------------------|-------------------------------|
| AUTOPILOT          | Garmin GFC 600                |
| NAVIGATOR          | Garmin GTN 750 WAAS           |
| FLIGHT INSTRUMENTS | Dual Garmin G5 — AI + HSI     |
| TRANSPONDER        | Garmin GTX 345 · ADS-B In/Out |

AT NIGHT, THE MISSION BECOMES OBVIOUS.



Installed equipment and database status should be confirmed during buyer due diligence. Photographs depict the aircraft panel at the time taken.

THE NUMBERS—WITH THE CAVEATS THAT MATTER.

# Aircraft snapshot.

## AIRFRAME & IDENTITY

|                   |                                                   |
|-------------------|---------------------------------------------------|
| Make / Model      | Beechcraft 58 Baron                               |
| Year              | 1974                                              |
| Registration      | N584ME                                            |
| Serial number     | TH-427                                            |
| Configuration     | Six-seat, normally aspirated twin                 |
| Base              | KOJC · Olathe, Kansas                             |
| Interior / Paint  | Refurbished / repainted 2005                      |
| Annual inspection | Completed Feb. 24, 2026 · due Feb. 28, 2027       |
| Records / History | Complete logbooks · no known major damage history |

## POWERPLANT & EQUIPMENT

|                |                                                    |
|----------------|----------------------------------------------------|
| Engines        | 2 × Continental IO-520-CB                          |
| Rated power    | 285 HP each · 570 HP total                         |
| Propellers     | Hartzell three-blade                               |
| Autopilot      | Garmin GFC 600                                     |
| Navigation     | Garmin GTN 750                                     |
| Flight display | Dual Garmin G5                                     |
| Ice equipment  | Wing boots + alcohol windshield                    |
| Oil analysis   | Performed with each oil change · favorable results |
| Usable fuel    | 166 gallons                                        |

|                                            |                                           |                                            |                                        |
|--------------------------------------------|-------------------------------------------|--------------------------------------------|----------------------------------------|
| 5,349.5<br>APPROXIMATE AIRFRAME TOTAL TIME | 1,022.2<br>APPROXIMATE SMOH · EACH ENGINE | 746.9<br>APPROXIMATE SPOH · EACH PROPELLER | 2,381.9<br>CURRENT AIRCRAFT HOUR METER |
|--------------------------------------------|-------------------------------------------|--------------------------------------------|----------------------------------------|

**Time basis:** Calculated from the owner-supplied 2,381.9 hour-meter reading photographed July 12, 2026, using consistent N584ME logbook and MyAviatorList offsets. Engines installed October 2013; propellers overhauled January 2017. Component times remain approximate and should be verified before closing.

**Load & range basis:** Current February 28, 2019 W&B: 5,400 lb gross, 3,792 lb empty and 1,608 lb useful load. Full-fuel payload is 612 lb using 166 usable gallons at 6 lb/gal. Typical cruise fuel flow is approximately 28 GPH total; estimated no-wind planning range is about 900 NM with a 45-minute cruise-fuel reserve. Actual range varies with climb, power, mixture, weather and reserves.

### TWO YEARS OF THOUGHTFUL CARE AND MEANINGFUL IMPROVEMENTS.

#### ANNUAL 2025 · AIRCRAFT MAINTENANCE SERVICES

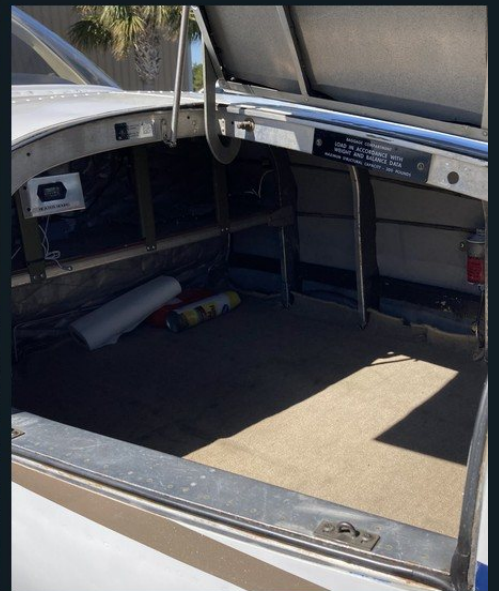
- Comprehensive annual inspection and routine servicing completed
- All four magnetos completed 500-hour service
- Landing gear fully rigged and adjusted
- Wheels refinished; shimmy damper and key brake components rebuilt
- Mixture-control cable and both engine grounding straps replaced
- Cabin heater repaired and right vacuum pump replaced with an overhauled unit
- 500-hour wing-spar inspection completed with favorable findings
- ELT battery, engine air filters, static wicks, storm-window latch, EGT probe and gear-motor breaker replaced

#### FEBRUARY 2026 · HOME SAFE AVIATION

- Left-wing deice boot replaced
- Both alternators and drive couplings overhauled
- Propeller governor overhauled and right-propeller low-pitch stop renewed
- Two new Concorde batteries installed; main brake discs and linings replaced
- Brake master cylinders resealed and nose-wheel bearings replaced
- Extensive landing-gear hardware renewed and rigging refined
- Engine mount specialty repair completed
- Both engines borescoped and targeted exhaust-valve work completed
- Windshield anti-ice system restored

2025 + 2026

# Form, function and Beechcraft presence.



N584ME IS AVAILABLE.

# A straightforward Baron 58 opportunity.

ASKING PRICE

\$320,000

A November 14, 2024 USPAP-compliant desktop appraisal by Aviation Management Consulting, Inc. (AMC\VALUE\$) concluded a then-current market value of \$320,000. The appraisal expired 30 days after issuance and is historical—not a current valuation. Documentation is available to qualified prospects upon request, subject to report-use limitations.

|                                |           |
|--------------------------------|-----------|
| Asking price                   | \$320,000 |
| Nov. 2024 historical appraisal | \$320,000 |
| Aircraft registration          | N584ME    |
| Home airport                   | KOJC      |
| Next annual due                | Feb. 2027 |

AIRCRAFT HIGHLIGHTS

- Garmin GFC 600 digital autopilot, GTN 750 and dual Garmin G5 displays
- Typical 175–180 KTAS cruise with approximately 28 GPH total fuel flow
- Six-seat club cabin with 1,608 lb useful load and 612 lb full-fuel payload
- Complete logbooks and no known major damage history
- 2026 annual completed February 24, 2026
- Hangared at Johnson County Executive Airport in Olathe, Kansas

BUYER INFORMATION

- Current times, installed equipment and records subject to final verification
- Historical appraisal support available to qualified prospects upon request
- Complete logbooks available for serious buyer review

Additional aircraft details and records are available for serious buyer review.

\$320K

ASKING PRICE

KOJC

HANGARED IN OLATHE, KANSAS

2026

ANNUAL INSPECTION COMPLETED

This marketing brochure is not a certified appraisal. The November 14, 2024 appraisal is historical, expired 30 days after issuance and is not a current valuation. Asking price, times, equipment status, annual status, records and history should be verified before purchase. Aircraft is not represented as certified for flight into known icing conditions.

READY TO SEE THE AIRPLANE?

# Come fly the mission.

Hangared at Johnson County Executive Airport in Olathe, Kansas.

## Aircraft inquiries

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ameforesight.com

N584ME · TWO SPINNY THINGS LLC